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*Reasonable Rates*; a selection from Dr. H. S. Smalley's discussion of *The Doctrine of Judicial Review*; Dr. S. J. McLean's account of *The English Railway and Canal Commission of 1888*; Mr. W. H. Buckler's discussion on *Railway Regulation in France*, and lastly, a short paper by Prof. B. H. Meyer on *Railroad Ownership in Germany*.

As Professor Ripley states in the preface to the volume, "the book is not intended to be used alone in the conduct of courses, but in connection with some standard treatise upon the economics of transportation." Thus used the book will be of great assistance. It will also prove a valuable part of every working library on the subject of transportation.

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*The Working of the Railroads.* By LOGAN G. MCPHERSON, Lecturer on Transportation at Johns Hopkins University. (New York: Henry Holt and Company, 1907. Pp. viii, 273. \$1.50 net).

The author approaches the subject as a railroad man and brings to the discussion of it that intimate knowledge of details which experience and observation in the railroad service alone can afford. He presents to the reader a primer which shall give, as he says, "an accurate conception of the underlying principles of railroad practice." The work consists essentially of the lectures delivered by the author in the course on Transportation at Johns Hopkins University. It is therefore as a text-book that this work should be considered, though the form in which it is presented would hardly lead one to so regard it. The table of contents contains the briefest possible titles of the eight chapters, and the text is unbroken by paragraph or section numerals or any of the familiar devices which make reference easy in such books. There is not a footnote or reference to be found on any of its pages and the brief bibliography at the back of the book contains merely the titles of a few well known books and magazines with nothing to indicate whether they were or were not consulted by the author in the preparation of his chapters.

The first five chapters treat of The Transportation Function, Construction and Operation; Traffic, Accounting and Statistics,

and Financial and Executive Administration in an interesting though for the most part rather inadequate way. They would be more useful to the student if they contained a greater amount of illustrative material, and if some of the definitions were a little more concise. Chapters vi and vii, on Correlation and Integration, afford the book's real reason for being, and make it a desirable one to have in a college library. Even in these chapters, where the writer is at his best, much is lacking in the way of detailed information necessary to an adequate understanding of the functions and the interrelations of the various departments of a railroad organization, for one who is not already more familiar with these matters than the ordinary college student. In the final chapter on The Relations to the Public and the State, the author becomes more or less of a special pleader for the railroad corporations. He idealizes their virtues and belittles or ignores their shortcomings, and would have the reader believe that they have been more often the victims than the offenders. They may have done wrong in the past, but all the evils have been corrected and to his mind the recent legislation increasing the powers of the Interstate Commerce Commission was not only unnecessary but wholly unwarranted. Its passage, he says, was due to "agitation fomented by the Commission" itself, backed up by "certain dissatisfied and for the most part unimportant shippers." His attitude in this chapter can perhaps best be expressed in his own words when he says: "In a bygone day the railroad companies displayed the heady exuberance of youth; they took the hard knocks that have induced patient, strenuous and often self-denying maturity."

The purpose of the author in this chapter is certainly to belittle if not to discredit the work of public control through commissions, and the method of doing this is so insidious as to hardly arouse the suspicion of the reader. He appears to be frank and fair in stating both sides of the question, and yet, by ignoring real abuses on the part of the railroads and by the statement of half truths in many cases, an entirely erroneous impression is conveyed.

In addition to the defects already noted, it may be well to speak of some positive errors of fact as well as theory, such as the statements that "casualties due to accidents are far less in number than those in other industries," that "from almost every considerable section to any other considerable section of the United States com-

modities can move by water and do so move," and that railroads have no monopoly control over rates.

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*Railway Organization and Working.* A Series of Lectures. Edited by ERNEST RITSON DEWSNUP. (Chicago: The University of Chicago Press, 1906. Pp. xi, 498).

This volume is a compilation of a considerable number of the lectures by prominent railroad officials on the functions of their departments and the nature of their duties, delivered in a course on railway organization and operation at the University of Chicago, between November, 1904, and May, 1906. It includes also an address by the editor on Railway Education, and an article on Rate Making. An appendix contains several papers prepared by students as a part of the regular work of the course.

Manifestly such a work could not be expected to possess the qualities of coördination and completeness of exposition which are desired, though not always obtained, in a text-book. The lectures doubtless served admirably the purpose for which they were designed and their publication has made accessible to students and others interested in the details of practical railroading a large amount of interesting and valuable information hitherto only obtainable from widely scattered sources.

It is difficult to generalize in regard to a score or more of articles prepared by practical railroad men. They represent many different phases of railroad work and many points of view. Some have unusual merit from a pedagogical view-point, while a few are very weak in this respect. The man of affairs and the technical expert usually find it hard to understand or fulfill the requirements of a classroom lecture. The fault, however, does not lie altogether with the man or in his lack of experience as a teacher. He labors under the burden of a heavy if not humiliating handicap; he is expected to tell all about a business that has engrossed his energies and thought for half a lifetime in the short space of an hour. It is not surprising, therefore, that he should occasionally philosophize, generalize or indulge in reminiscences.

Quite as interesting as the lectures themselves is the experiment in industrial education which furnished the occasion for the preparation of these lectures. The Night School for Railway Employees,